### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 100

City of Alexandria

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of	Alexand	dria								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria																
1	0.51	70000	G	97%	1%	SCL Alexa 2%	0%	5, I-495 <b>0</b> %	0%	F	0.075	F	0.68	72000	G	2003
<u></u>				From:	10/		anklin St	201								
1)	0.15	70000	N	97%	1%	2%	0%	0%	0%	N	0.075	N	0.68	72000	N	2003
				From:	40/		St, US 1			_	0.074			05000	_	0000
1 Henry St	0.36	23000	F	97%	1%	2%	0%	0%	0%	F	0.071	F		25000	F	2003
	Combined Traffic:	48000	F	97%	1%	2%	0%	0%	0%	F	NA			51000	F	
1 Henry St	0.72	20000	F	From: 97%	1%	1%	King St 1%	1%	0%	С	0.078	F		21000	F	2003
1 Henry St	Combined Traffic:		F	93%	1%	1%	4%	1%	0%	С	NA	•		44000	F	2003
	Combined Traine.	42000	•	70:	1 /0			1 70	070	O	IVA			44000	'	
1 Patrick St	0.44	52000	F	From: 97%	1%	1%	1st St 1%	1%	0%	F	0.089	F	0.511	54000	F	2003
1 Patrick St	0.44	02000	•	T	170			170		•	0.000	•	0.011	04000	•	2000
1 Jefferson Da	vis Hwy 1.35	41000	F	From: 97%	0%	1%	nroe Ave	0%	0%	С	0.068	F	0.555	43000	F	2003
1 Jefferson Da	wio riwy 1.00	71000		97 70 To:	U /0		Alexandri		J /0	O	0.000		0.000	70000	'	2000
				From:			/ilkes St		j							
Patrick St	0.36	25000	F	97%	1%	2%	0%	0%	0%	F	0.081	F		26000	F	2003
(P)	Combined Traffic:	48000	F	97%	1%	2%	0%	0%	0%	F	NA			51000	F	
				To:		SR	7 King St									
Patrick St	0.72	22000	F	89%	1%	1%	6%	2%	0%	С	0.085	F		23000	F	2003
(B)	Combined Traffic:	42000	F	93%	1%	1%	4%	1%	0%	С	NA			44000	F	
				To-		1:	st Street									
				From:		WCL	Alexandr									
7 King St	1.09	46000	F	95%	0%	1%	3%	1%	0%	С	0.073	F	0.554	49000	F	2003
				To: From:			I-395									
(7) King St	0.65	19000	G	96%	0%	1%	1%	1%	0%	С	0.081	F	0.568	21000	G	2003
$\frac{\sim}{\sim}$				To: From:			ddock Rd									
(7) King St	1.91	15000	F	97%	0%	0%	0%	2%	0%	С	0.09	F	0.58	16000	F	2003
$\frac{\sim}{\sim}$				To: From:		Rı	ıssell Rd									
7 King St	0.38	17000	F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.531	19000	F	2003
$\frac{\sim}{\sim}$				To: From:			West St									
(7) King St	0.48	7800	F	87%	2%	2%	6%	3%	0%	С	0.078	F	0.548	8400	F	2003
				To:		Was	shington St	t								
North	0.27	70000	_	From:	40/		County L		00/	_	0.007	_		72000	_	2002
95 Capital Beltw	ay 0.37 Combined Traffic:	70000	F F	90% 93%	1% 1%	1% 1%	1% 1%	7% 5%	0% 0%	F F	0.067 NA	F		73000 149000	F F	2003
	Combined Hame.	142000						igned as			INA			149000	'	
				To:	apitai 2	ouray i		97704 40								
North				From:			US 1							_		_
95 Capital Beltw	•	78000	F	90%	1%	1%	1%	7%	0%	F	0.068	F		82000	F	2003
	Combined Traffic:	150000	F	92%	1%	1%	1%	5%	0%	F	NA			158000	F	
				то-				<i>igned as</i> Potomac R								
Courth				From:	PISHICE				. , 01							
South (95) Capital Beltw	ay 0.71	73000	F	95%	0%	Fairtax 1%	County L 1%	3%	0%	F	0.065	F		76000	F	2003
95 Capital Beltw	Combined Traffic:		F	93%	1%	1%	1%	5%	0%	F	NA	•		149000	F	2000
	Combined Haille.	1-2000	•					igned as		'	14/7			1-10000	•	
				To:		- , .	US 1									
South				From:	00:	461		201		_	0.0==	_			_	
95 Capital Beltw	-	72000	F	95%	0%	1%	1%	3%	0%	F	0.073	F		76000	F	2003
	Combined Traffic:	150000	F	92%	1%	1%	1%	5%	0%	F	NA			158000	F	
				Te-	•			igned as								
					District	oi Colum	oia Line, F	Potomac R	IVCI							

							City of	Alexano	arıa								
Route	Len	gth	AADT	QA	4Tire	Bus		Tr 3+ΔνΙο	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria							ZAXIC	3.AXIC	TITAL	ZITAII		1 actor		ractor			
	0.0	00	44000		From:	40/		County L		00/	N.	0.000	N.	0.500	44000	N.I	2002
236 Duke Street	0.0	)6	41000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.526	44000	N	2003
Duka Ct	0.3	0.4	62000	-	From: 98%	1%	WCL 1%	Alexandr 0%	ria 0%	0%		0.072	F	0.510	67000		2003
236 Duke St	0.3	04	62000	F	90%	170			0%	U%	F	0.073	Г	0.519	67000	F	2003
Duka St	0.3	22	CEOOO	-	From: 97%	1%		I-395	0%	00/	F	0.072	F	0.507	71000	F	2002
236 Duke St	0.3	02	65000	F	97%	170	1%	0%		0%	Г	0.073	Г	0.507	71000	Г	2003
236 Duke St	0.3	26	34000	G	97%	1%	SR 401 1%	Van Dori	0%	0%	F	NA			36000	G	2003
236 Duke St	0.3	00	34000	G	9170	1 70			0%	070	Г	INA			30000	G	2003
Duko St	2.6	26	30000	F	From: 97%	1%	N I	Pickett St 0%	0%	0%	С	0.076	F	0.64	33000	F	2003
Duke St	2.6	00	30000	Г	97%	170				U%	C	0.076	Г	0.64	33000	Г	2003
Dules Ot	4.0	20	24000	_	From:	40/		Telegraph		00/		0.070		0.000	27000		2002
Duke St	1.2	20	24000	F	97%	1%	1%	0%	0%	0%	С	0.076	F	0.636	27000	F	2003
			44000	_	From:	00/		SB Henry		- 00/	_	0.074	_	0.500	40000		
Duke St	0.2	24	11000	F	96% To:	2%	2%	0% Washingto	1%	0%	С	0.071	F	0.508	12000	F	2003
					From:					l T							
 241 Telegraph Rd	0.3	39	50000	N	98%	1%	Fairfax 1%	County L 0%	o%	0%	N	0.085	N	0.592	54000	N	2003
241) . Siographi Nu	0.0		22000		To:	1 /0				370	. 4	5.000	. 4	0.002	5-1000	. •	2000
Tolograph Pd	0.2	01	52000	F	91%	0%	Mainte 1%	enance Bre 5%	2%	0%	С	0.092	F	0.717	57000	F	2003
Telegraph Rd	0.2	<u> </u>	52000	Г	9176 To:	076		236 WB	270	070	C	0.092	Г	0.717	37000	Г	2003
orth					From:			County L	ine								
lorth 395	0.2	21	74000	Α	97%	0%	1%	1%	1%	0%	С	0.079	Α		78000	Α	2003
593)	Combined Traf		180000	Α	97%	1%	1%	1%	1%	0%	С	0.080	Α		196000	Α	
					To:			36 Duke S									
lorth					From:	201				201	_		_				
395	1.6		73000	G	97%	0%	1%	1%	1%	0%	F	0.075	F		76000	G	2003
	Combined Traf	tic:	176000	G	97%	1%	1%	1%	1%	0%	F	0.069	F	0.592	191000	G	
lorth					From:		Ser	ninary Rd									
395)	1.1	11	77000	G	97%	0%	1%	1%	1%	0%	F	0.074	F		80000	G	2003
	Combined Traf	fic:	179000	G	97 <u>%</u>	1%	1%	1%	1%	0%	F	NA			194000	G	
					To: From:				County Lin								
lorth	0.2	26	70000	G	97%	Quak 0%	1%	Ariington C	County Line 1%	e 0%	F	0.087	F		72000	G	2003
395	Combined Traf			G	97%	1%	1%	1%	1%	0%	F	NA			176000	G	2000
	Combined Trai	110.	100000	Ü	Tn:	1 /0		on County		070	ı	IVA			170000	J	
Rev					From:			County L		i							
Rev 395)	2.1	19	27000	Α	97%	1%	1%	0%	1%	0%	С	0.137	Α		36000	Α	2003
	Combined Traf	fic:	180000	Α	97%	1%	1%	1%	1%	0%	С	0.080	Α		196000	Α	
					To		Ser	ninary Rd									
Rev	0.7	71	30000	G	97%	2%	0%	0%	0%	0%	С	0.094	F		38000	G	2003
395	Combined Traf			G G	97% 97%	2% 1%	0% 1%	0% 1%	0% 1%	0% 0%	F	0.094 NA	r		194000	G	2003
	Combined Trai	IIC.	179000	G	71 /0 To:				7 Underpa		•	INA			194000	G	
Rev					From:	Quak	er Lane; A		County Lin	e							
395)	0.2		30000	G	97%	1%	1%	0%	1%	0%	F	0.107	F		39000	G	2003
	Combined Traf	fic:	163000	G	97%	1%	1%	1%	1%	0%	F	NA			176000	G	
					To:			on County									
South		7.1	70000		From:	401		County L		00/	^	0.004	^	_	00000		0000
395	0.7		78000	A	97%	1%	1%	1%	1%	0%	С	0.084	A		82000	A	2003
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outh					From:		SR 2	36 Duke S	št								
outii				_	070/	1%	1%	1%	1%	0%	F	0.082	F		79000	G	2003
	1.4	14	76000	G	97%	1 70	1 /0	1 /0	1 /0	0 /0		0.062	Г		79000	O	2000
South 395	1.4 Combined Traf			G G	97% 97%	1%	1%	1%	1%	0%	F	0.062 NA	Г		191000	G	2000

									IIa								
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria																	
outh		0.75	72000	_	From:	10/		minary Rd	10/	00/	_	0.000	_		75000	0	2002
395		0.75	72000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		75000	G	2003
	Combined	I raffic:	179000	G	97% To:	1%	1%	1%	1%	0%	F	NA			194000	G	
outh					From:			Arlington C Arlington C									
395)		0.26	63000	G	97%	1%	1%	1%	1%	0%	F	0.082	F		65000	G	2003
593)	Combined			G	97%	1%	1%	1%	1%	0%	F	NA	•		176000	G	
	Combined	mamo.	100000	•	To:	1 /0		on County I		070	•	INA			170000	O	
					From:	C W		n Memorial		CCI							
Washington S	St	0.91	26000	F	99%	1%	1%	0%	0%	0%	С	0.105	F	0.801	28000	F	2003
					To: From:		SR 2	236 Duke St									
Washington S	St	0.32	29000	F	99%	1%	1%	0%	0%	0%	F	0.077	F	0.652	32000	F	2003
					From:			Queen St		-							
Washington S	St	0.39	34000	F	99%	1%	1%	0%	0%	0%	F	0.082	F	0.656	37000	F	2003
					From:			adison St									
Washington S	St	0.17	32000	F	97%	1%	1%	0%	0%	0%	С	0.094	F	0.644	35000	F	2003
						Street; C		ashington M		Parkway							
					From:			Alexandria									
101) Van Dorn St		0.62	48000	F	97%	0%	1%	1%	0%	0%	F	0.074	F	0.566	52000	F	200
					To: From:		Е	dsall Rd									
Van Dorn St		0.43	32000	F	97%	0%	1%	1%	0%	0%	С	0.073	F	0.697	35000	F	2003
					To		SR 2	236 Duke St									
Van Dorn St		1.56	22000	F	From: 99%	0%	1%	0%	0%	0%	С	0.088	F	0.769	24000	F	2003
01 Van Dorn St			000	•	To:	J /0		ninary Ave	J /0	370	5	5.000	•	5.700	000	•	2000
					From:				DA	<u> </u>							
Quaker Lane		0.69	19000	F	99%	1%	1%	Seminary 0%	0%	0%	F	0.086	F	0.652	21000	F	2003
Quaker Lane		0.08	13000	г	99 70 	1 /0	1 70	0 /0	U /0	U /0	I,	0.000	1.	0.032	£ 1000	ı	200
				_	From:			7 King St					_			_	_
Quaker Lane		0.96	21000	F	99%	1%	1%	0%	0%	0%	С	0.082	F	0.576	23000	F	2003
					To:			I-395									
					From:	I-	-395 Shirl	ey Hwy, 10	0-6706								
<sub>420</sub> )Seminary Rd		1.72	15000	F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.619	16000	F	2003
					To:		SR 403	2 Quaker La	ne								
<sub>420</sub> ) Janneys La		1.03	6800	F	98%	1%	1%	0%	0%	0%	F	0.118	F	0.689	7500	F	2003
420) odililoyo Lu		1.00	0000	•	To:	170	170	SR 7	070	070	•	0.110	•	0.000	7000	•	200
					From:		cor			<u>L</u>							
Machie	ngton St	0.91	26000	F	99%	1%	1%	Alexandria 0%	0%	0%	С	0.105	F	0.801	28000	F	200
0005 400 Washir	igiuri Si	0.91	20000	r	9970	1 70				U%	C	0.105		0.001	∠0000	Г	∠00,
					To: From:			236 Duke St									
<sub>0005</sub> 400 Washir	ngton St	0.32	29000	F	99%	1%	1%	0%	0%	0%	F	0.077	F	0.652	32000	F	200
					To		(	Queen St									
0005)(400)Washir	ngton St	0.39	34000	F	99%	1%	1%	0%	0%	0%	F	0.082	F	0.656	37000	F	200
	·				To:												
<sub>0005</sub> (400)Washir	naton St	0.17	32000	F	From: 97%	1%	м 1%	adison St 0%	0%	0%	С	0.094	F	0.644	35000	F	200
<sub>0005</sub> /∖ 400 ) wasnir	igion oi	0.17	32300	•	J1 /0	1 /0			U /U	U /U	J	0.034	•	0.044	55000	'	200
					From:			st Street	461								
					96%	0%	1%	1%	1%	0%	F	NA			490	G	2003
	nington Me	1.81	33000	0					1.								
	nington Me	1.81	33000		To:		NCL	Alexandria		-							
George Wash	nington Me				From:		Comm	onwealth A	ve								
	nington Me	1.81	33000 5700	F		0%				0%	С	0.123	F		6200	F	2003
George Wash	nington Me				From:	0%	Comm 1%	onwealth A	ve	0%	С	0.123	F		6200	F	2003
George Wash	nington Me				From: 99%	0%	Comm 1%	onwealth A	ve	0%	С	0.123	F		6200	F	2003
George Wash  Cameron St					99% To:	0%	Comm 1%	onwealth A 0% fairfax St	ve	0%	С	0.123	F	0.686		F F	
George Wash  Cameron St		1.00	5700	F	99% To:		Comm 1% F	onwealth A 0% airfax St Duke St	ve 0%					0.686	6200		
George Wash  Cameron St		1.00	5700	F	From: 99% To: From: 95%		Comm 1% F	onwealth A  0% airfax St  Duke St  0% King St	ve 0%					0.686			
George Wash Cameron St		1.00	5700	F	99% To:  From: 95% To:		Comm 1% F	onwealth A 0% airfax St Duke St 0%	ve 0%					0.686			2003

					City of Alexandi	ıa								
Length	AADT	QA	4Tire	Bus				()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
			-											
0.40	2000	_		40/	Patrick St	40/	00/	0	0.400	_	0.000	2200	_	2002
0.40	2900	F		1%		1%	0%	C	0.123	F	0.863	3200	F	2003
							l							
0.40	0400	_		00/		00/	00/	0	0.400	_	0.040	2200	_	2002
0.40	2100	F		0%		0%	0%	C	0.102	F	0.848	2300	F	2003
							<u> </u>							
0.00	0400	_		40/		40/	00/	_	0.000	_	0.777	40000	_	0000
0.32	9100	F		1%		1%	0%	C	0.096	F	0.777	10000	F	2003
0.04		_		00/		00/	00/	_	0.000	_	0.544	0.400	_	0000
0.24	5500	F	_	3%			0%	F	0.083	F	0.511	6100	F	2003
					100-21 Fairfax Stre	et								
		_			Breckenridge Pl			_		_			_	
0.11	5600	F		2%		0%	0%	С	0.068	F	0.593	6100	F	2003
			To:		Beauregard St									
			From:											
0.88	4600	F	98%	0%	0% 1%	1%	0%	С	0.150	F	0.894	5000	F	2003
			To:		E Eisenhower Ave	)								
			From:		Fairfax St									
0.48	3900	F	95%	1%	2% 0%	1%	0%	С	0.097	F		4200	F	2003
			To-		Henry St									
			From:		West St		1							
0.66	3400	F	93%	5%	2% 0%	0%	0%	С	0.114	F	0.501	3700	F	2003
			To:		Fairfax St									
			From:		Telegraph Rd									
0.16	9000	F	97%	1%		1%	0%	C	0 119	F	0.856	9800	F	2003
0.10	0000	•	To:	170		170	070	Ŭ	0.110	•	0.000	0000	•	
			Fram:											
0.50	7100	_		10/		Λ0/	00/	C	0.125	_	0.561	7000	_	2003
0.50	7 100	-	90 /0	1 /0	176 076	0 /0	0 70	C	0.133		0.501	7000	•	2000
			From:		US 1 Pratrick St									
0.42	2100	F		3%	1% 0%	5%	0%	С	0.106	F	0.551	2300	F	2003
			To:		Fairfax St									
			From:		US 1									
0.38	12000	F	97%	1%	2% 0%	0%	0%	С	0.086	F	0.569	13000	F	2003
			To:	Geor	rge Washington Memo	rial Pkw	у							
			From:		Walker St									
0.16	11000	F	98%	1%	1% 0%	0%	0%	С	0.086	F	0.563	12000	F	2003
			To:		S Van Dorn St									
			From:		100-6588; Eisenhower	Ave								
0.13	10000	F	91%				0%	F	0.114	F	0.519	11000	F	2003
			To:											
			From:				ī							
0.10	22000	F		Nº/2		0%	O%	C	0.076	F	0 568	24000	F	2003
0.10		•	99 /0 To:	0 /0		J /0	J /0	J	0.070	•	0.000	<u>-</u>		2000
							1							
0.00	4000	_	<u> </u>	40/		10/	00/	0	0.000	_	0.500	E200	г	2000
0.63	4800	r		1%		1%	υ%	Ċ	0.099	F	0.532	5300	F	2003
							J							
		_	From:			• • •		_		_			_	
0.06	5200	F	97%	0%	1% 1%	0%	0%	С	0.122	F	0.763	5700	F	2003
			From		Asaph St		-							
0.05	3700	F	97%	1%	2% 0%	0%	0%	С	0.113	F	0.767	4000	F	2003
			To:		Pitt St									
			From:											
0.66	4400	F		1%		0%	0%	C	0 111	F	0 665	4800	F	2003
0.00				1 /0		J /0	- 70	0	0.111	•	0.000	1300	•	_000
			lo:		Fairfax St		ļ							
	0.40 0.40 0.32 0.24 0.11 0.88 0.48 0.66 0.16 0.50 0.42 0.38	0.40       2900         0.40       2100         0.32       9100         0.24       5500         0.11       5600         0.88       4600         0.48       3900         0.66       3400         0.50       7100         0.42       2100         0.38       12000         0.16       11000         0.13       10000         0.10       22000         0.63       4800         0.05       3700	0.40 2900 F  0.40 2100 F  0.32 9100 F  0.24 5500 F  0.11 5600 F  0.88 4600 F  0.48 3900 F  0.66 3400 F  0.16 9000 F  0.42 2100 F  0.38 12000 F  0.13 10000 F  0.10 22000 F  0.63 4800 F  0.06 5200 F  0.05 3700 F	0.40	0.40   2900   F   96%   1%   1%   1%   1%   1%   1%   1%	Length   AADT   QA	Carrell	Length   AADT   QA	Length   AADT   QA   4Tire   Bus     David   Start   St.	Length AADT   QA   4Tire   Bus	Length AADT   QA   4Tire   Bus     Dust   Dust   State   Sta	Length AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axde 3+Axde 1Trail   2Trail   2Trail   C   Factor   C   Factor   C   Factor   C   Factor   C   C   C   C   C   C   C   C   C	Length   AADT   QA   4Tire   Bus   SAvie 3+Avie 1Trail 2Trail   QC   Factor   K   QK   Factor   AAWDT   QW

The Alexandria							City of Alexandria								
2 Fairlax St	Route	Length	AADT	QA	4Tire	Bus		2Trail	- QC		QK		AAWDT	QW	Year
Parfack St	City of Alexandria				-										
Mostgamenty St.   Mostgament	C 5 : ( 0)	4.40		_		40/		00/	_	0.400	_	0.000	0.400	_	0000
22 Church Street   0.09   6100   F   91   35   50   00   00   00   00   00   00	21) Fairfax St	1.12	5900	F		1%		0%	C	0.103	F	0.620	6400	F	2003
Church Street   0.09   6100   F   01%   3%   6%   6%   0%   0%   0%   0%   0%   0															
Second Numbers St	O 01 1 01 1	0.00	0400	_		00/		00/	_	0.440	_	0.00-	0000	_	0000
Washington Name   Washington	(22) Church Street	0.09	6100	F	_			0%	F	0.113	F	0.967	6600	F	2003
Duke St   0.23   2700   F   97%   1%   1%   0%   1%   0%   0%   1%   0%   0					10:		SR 400 South Washington St								
Farfa St															
Commonwealth Ave	(6500) Duke St	0.23	2700	F		1%	1% 0% 1%	0%	С	0.081	F	0.506	2900	F	2003
Edsall Rd 0.49 16000 F 97% 1% 1% 1% 0% 0% 0% C 0.076 F 0.572 18000 F 200:					To:		Fairfax St	ļ							
Van Dom St	<u> </u>														
Edsall Rd	<sub>6572</sub> Edsall Rd	0.49	16000	F	97%	1%	1% 1% 0%	0%	С	0.076	F	0.572	18000	F	2003
Edsall Rd	<u> </u>				To:		Van Dorn St								
Secondary   Seco	6572) Edsall Rd	0.24	11000	F		1%		0%	F	0.083	F	0.555	12000	F	2003
Seminary Rd	50/12/														
Second   Commonwealth Ave   Co					From:										
King St SR 7   Van Down St	Van Dorn St	1 08	6600	F		1%		0%	C	0 121	F	0.895	7200	F	2003
Name	00/3	1.00	5500	•		1 /0		370	O	0.121	'	0.000	, 200	•	2000
S Pickett St   0.36   12000   F   97%   1%   1%   0%   0%   0%   0%   F   0.079   F   0.566   13000   F   2001								1							
Edsall Rd   SPIS   S Pickett St   0.57   17000   F   97%   1%   1%   0%   0%   0%   0%   0%   0	S Dickett St	0.26	12000	_	<u> </u>	10/		00/	r	0.070	_	0.566	12000	_	2002
S Pickett St   0.57   17000   F   97%   1%   1%   9%   0%   0%   0%   0%   0%   0%   0	6575) S FICKELL SL	0.30	12000	г	91%	1%	170 U70 U%	U%	Г	0.079	г	0.000	13000	г	∠003
Duke St SR 236	<u> </u>						Edsall Rd								
Ramp To 1-95 Ramp Fr 1-95   Ramp To 1-95 Ramp Fr 1-95   Ramp To 1-95 Ramp Fr 1-95	6575) S Pickett St	0.57	17000	F	97%	1%	1% 0% 0%	0%	С	0.078	F	0.511	19000	F	2003
Clermont Ave   0.13   14000   F   96%   1%   1%   1%   2%   0%   0%   0%   0%   0%   0%   0					To:		Duke St SR 236								
100-6588 Eisenhower Ave   100-6588 Eisenhower Eisenhowe					From:		Ramp To I-95 Ramp Fr I-95								
100-6588 Eisenhower Ave   100-6588 Eisenhower Eisenbard Eisenbar	6579 Clermont Ave	0.13	14000	F	96%	1%	1% 1% 2%	0%	С	0.113	F	0.872	15000	F	2003
Manage   M					To:		100-6588 Eisenhower Ave								
W Taylor Run Pkwy   0.52   3500   F   98%   0%   1%   0%   0%   0%   0%   0%   0					From:		Duke St								
See   Pitt St	W Taylor Run Pkwy	0.52	3500	F	98%	0%		0%	С	0.088	F	0.619	3900	F	2003
Montgomery St   Montgomery S	0505) 11 14)161 114111 11111	0.02		-		0,0				0.000	•	0.0.0	0000	•	
Pitt St					From:			1							
Sign	Ditt St	0.07	4000	_		O0/-		0%	C	0 112	_	0.779	4400	_	2003
Free	6584) Fill 31	0.07	4000	-		0 /0		0 70	C	0.112		0.776	4400		2003
Seed St															
Monroe Ave   Mon		0.04		_		00/		20/	_	0.404	_	0.540	0000	_	0000
Seed St   Seed	6585 Commonwealth Ave	0.94	6300	r	99%	0%	0% 0% 0%	0%	F	0.101	F	0.519	6900	F	2003
Second   S	-				To- From:		Monroe Ave								
Commonwealth Ave   0.41   3800   F   99%   0%   0%   0%   0%   0%   0%   0	6585) Commonwealth Ave	0.79	5400	F	99%	0%	0% 0% 0%	0%	С	0.103	F	0.536	5900	F	2003
Commonwealth Ave   0.41   3800   F   99%   0%   0%   0%   0%   0%   0%   0					To		Mt Vornon Avo								
Reed St	Commonwealth Ave	0.41	3800	F		0%		0%	F	0 004	F	0.757	4100	F	2003
Diagonal Rd	6585 Commonwealth Ave	0.41	3000	•		0 70		070	'	0.004		0.757	4100	•	2000
Diagonal Rd					P			1							
From   Washington St   Washi	Diagonal Dd	0.20	6000	_	<u> </u>	20/		00/	_	NIA			7200	C	2000
From:   Washington St     Washington St     Washington St	6586) Diagonal Rd	0.30	6800	G		3%		0%	C	NA			7300	G	2003
Powhatan St   0.45   2700   F   93%   3%   2%   0%   0%   0%   0%   0%   0%   0															
Tro   US 1 Jefferson Davis Hwy   SR 241 Telegraph Rd   SR 241 Te	<u> </u>	_		_						_	_			_	
SR 241 Telegraph Rd   SR 241 Telegraph Rd	(6587) Powhatan St	0.45	2700	F		3%		0%	С	0.101	F	0.633	2900	F	2003
Eisenhower Ave 0.94 9900 F 95% 1% 2% 1% 1% 0% C 0.108 F 0.838 11000 F 2003    To					To-		US 1 Jefferson Davis Hwy								
To:   Holland La   Frame   Braddock Rd     Braddock Rd					From:		SR 241 Telegraph Rd								
To:   Holland La   From   Braddock Rd	6588) Eisenhower Ave	0.94	9900	F	95%	1%	2% 1% 1%	0%	С	0.108	F	0.838	11000	F	2003
Mt Vernon Ave   1.21   8700   F   96%   2%   1%   0%   0%   0%   0%   C   0.083   F   0.551   9500   F   2003					To:		Holland La								
Mt Vernon Ave   1.21   8700   F   96%   2%   1%   0%   0%   0%   0%   C   0.083   F   0.551   9500   F   2003					From:		Braddock Rd								
Note   1.00   11000   F   96%   2%   1%   0%   0%   0%   0%   F   0.087   F   0.567   12000   F   2003   10   10   10   10   10   10   10	Mt Vernon Ave	1.21	8700	F	96%	2%		0%	С	0.083	F	0.551	9500	F	2003
Mt Vernon Ave 1.00 11000 F 96% 2% 1% 0% 0% 0% F 0.087 F 0.567 12000 F 2003    To   NCL Alexandria   Beauregard St	0001)			-		_,,			-		•		2230	•	_550
NCL Alexandria     NCL Alexandria	<u> </u>	1.00	44000	_		001			_	0.00=	_	0.505	40000	_	0000
Beauregard St  Braddock Rd 1.72 <b>12000 F</b> 98% 1% 1% 0% 0% 0% C 0.117 F 0.706 13000 F 2003	Mt Vernon Ave	1.00	11000	F	_	2%		0%	F	0.087	F	0.567	12000	F	2003
6592) Braddock Rd 1.72 <b>12000 F</b> 98% 1% 1% 0% 0% 0% C 0.117 F 0.706 13000 F 2003	<u> </u>				10:		NCL Alexandria								
Tr King St	<sub>6592</sub> Braddock Rd	1.72	12000	F		1%	1% 0% 0%	0%	С	0.117	F	0.706	13000	F	2003
					To-		King St								

						City of Alexand	ria								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria				-											
6592) Braddock Rd	1.39	11000	F	98%	1%	1% 0%	0%	0%	С	0.099	F	0.53	12000	F	2003
				From:		Rusell Rd Russell Rd									
6592) Braddock Rd	0.77	6800	F	98%	1%	1% 0%	0%	0%	F	0.111	F	0.502	7400	F	2003
00002				To:		West St									
				From:		Duke St SR 236		Ī							
6593) Callahan Dr	0.22	15000	F	97%	1%	1% 0%	0%	0%	С	0.085	F	0.580	17000	F	2003
				To:		King St SR 7									
$\sim$				From:		SR 7 King St									
6593) Russell Rd	0.89	9000	F	98%	1%	1% 0%	0%	0%	F	0.097	F	0.541	9800	F	2003
				To: From:		Monroe Ave									
6593) Russell Rd	0.31	6100	F	98%	1%	1% 0%	0%	0%	С	0.112	F	0.540	6600	F	2003
$\cup$				To		Windsor Ave									
Russell Rd	1.06	6400	F	98%	1%	1% 0%	0%	0%	F	0.097	F	0.621	7000	F	2003
0595) - 14000 14			-	- F	. , ,		0,0		•	0.00.	•	0.02.		•	_000
O Donas all Dal	0.40	5000		From:	40/	Glebe Rd	00/		_	0.440	_	0.740	0000		2000
Russell Rd	0.16	5600	F	98% To:	1%	1% 0%	0%	0%	F	0.112	F	0.716	6200	F	2003
_						Mt Vernon Ave									
O 0 1 5:	0.00	0400	_	From:	=0/	Quaker Lane	001	001	_	0.4.5	_	0	0000	_	000-
Gunston Rd	0.26	2100	F	94%	5%	1% 0%	0%	0%	С	0.142	F	0.793	2300	F	2003
				To:		Valley Dr									
$\sim$				From:		Duke St									
Quaker La	0.62	24000	F	98 <u>%</u>	1%	1% 0%	0%	0%	С	0.084	F	0.685	26000	F	2003
				To: From:		Seminary Rd									
Nallau Da	4.00	000	_		00/	Glebe Rd	00/	00/	_	0.007	_	0.547	000	_	2002
OSSS Valley Dr	1.33	820	F	99% To:	0%	1% 0%	0%	0%	С	0.097	F	0.517	900	F	2003
						Braddock Rd									-
<u> </u>			_	From:	201	Russell Rd	201	201	_		_		4.4000	_	
(6596) Monroe Ave	0.79	10000	F	99% To:	0%	1% 0%	0%	0%	С	0.088	F	0.584	11000	F	2003
						US 1		ļ							
<u> </u>				From:		Russell Rd								_	
6597) Monticello Blvd	0.21	2600	F	96%	0%	1% 3%	1%	0%	С	0.095	F	0.550	2900	F	2003
				To: From:		Old Dominion Bly									
6597) Old Dominion Blvd	0.71	820	F	99%	0%	Monticello Blvd	0%	0%	С	0.113	F	0.654	900	F	2003
Old Dominion Blvd	0.71	020	-	75 76 To:	0 /0	Glebe Rd	0 /0	0 /0	C	0.113		0.054	900		2003
				From:		Old Dominion Bly	⁄d								
6597) Tennessee Ave	0.17	1500	F	99%	0%	0% 0%	0%	0%	С	0.100	F	0.676	1700	F	2003
3031)				To:				1							
6597) Tennessee Ave	0.25	1500	N	From: 99%	0%	Halcyon Dr 0% 0%	0%	0%	N	0.100	N	0.676	1700	N	2003
6597 Tennessee Ave	0.23	1300	IN	99 /0	0 /0	076 076	0 /0	0 70	IN	0.100	IN	0.070	1700	IN	2003
<u> </u>				From:		Valley Dr					_				
6597 Martha Custis Dr	0.52	4500	F	93%	4%	2% 2%	0%	0%	С	0.107	F	0.694	4900	F	2003
				To:		Gunston Rd		ļ							
				From:		Braddock Rd									
6599) Cameron Mill Rd	0.39	1600	F	96%	1%	2% 0%	0%	0%	С	0.093	F	0.518	1700	F	2003
				To:		Summit Ave									
				From:		Braddock Rd									
6600) Crest St	0.27	1200	F	98%	0%	1% 0%	0%	0%	С	0.094	F	0.523	1300	F	2003
$\bigcirc$				To		Valley Dr									
Summit Ave	0.27	1500	F	98%	0%	1% 0%	0%	0%	F	0.09	F	0.507	1600	F	2003
Summit Ave	V.Z1				<b>5</b> /0			- 70	•	0.00	•	0.007	1000	•	2000
		000-		From:		Cameron Mills R				0.4	_	0.05-			
6600) Monticello Blvd	0.23	2600	F	98 <u>%</u>	0%	1% 0%	0%	0%	F	0.113	F	0.658	2900	F	2003
0000)															
				To:		Old Dominion Bly	/d	<u> </u>							
				From:		King St									
(6601) Scroggins Rd	0.36	1400	F		1%		0%	0%	С	0.142	F	0.749	1600	F	2003

Route   Length   AAD   Can   Same   Can   Can							City of Alexandi	ıa								
Cite of Abstraction   Cite of Abstraction	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Mode	City of Alexandria															
Mount Version Ave   1000   F   98%   0%   0%   0%   0%   0%   0%   0%	W Olaha Dal	0.04	40000	_	<u> </u>	00/			00/	_	0.077	_	0.50	40000	_	0000
Mode   10,52	W Glebe Rd	0.94	16000	r	99%	0%	1% 0%	0%	0%	Г	0.077	г	0.52	18000	Г	2003
No.   No.						201						_				
Marting   Mart	W Glebe Rd	0.62	9800	F	_	0%		0%	0%	C	0.075	F	0.568	11000	F	2003
Reed Ave   0.54   3600   F   96%   1%   2%   0%   1%   0%   0%   0%   0%   0%   0																
Well-Alexandria   Well-Alexa	Pood Avo	0.54	2600	_		10/		10/	00/	C	0.000	_	0.524	4000	_	2003
	6604) Reed Ave	0.54	3000	Г	_	1 70		1 70	076	C	0.062	Г	0.524	4000	Г	2003
Beauregard St   2.34   19000   F   98%   1%   1%   0%   0%   0%   0%   0%   0					From:				I							
Beauregard St   0.28   16000   F   98%   1%   0%   0%   0%   0%   0%   0%   0	Requirement St	2 34	19000	F	<u> </u>	1%			0%	C	0 127	F	0.557	21000	F	2003
Beauregard St   0.28   16000   F   08%   1%   0%   0%   0%   0%   0%   0%   0	Boadingard St	2.01		•	T	170		070		Ū	0.121	•	0.007	21000	•	
Walter Reed Dr	Popurogard St	0.28	16000	_		10/		Λ0/-	0%	C	U U88	_	0.59	19000		2003
Walter Reed Dr	6622) Deaulegald St	0.20	10000	-	90 /6	1 /0	076 076	0 70	0 /6	C	0.000		0.56	10000	1	2000
NCL Alexandria   Note   Note						201		201								
Taney Dr	Walter Reed Dr	0.07	14000	F		0%			0%	C	0.091	F	0.668	16000	F	2003
Taney Dr									l							
Pegram St   0.78   2800   F   97%   1%   1%   0%   0%   0%   0%   0%   0		4.04	0700	_	<u> </u>	00/		00/	00/	_	0.000	_	0.500	0000	_	0000
Pegram St   0.78   2800   F   97%   1%   1%   0%   0%   0%   0%   0%   0	1 aney Dr	1.04	2700	F		3%		0%	0%	C	0.099	F	0.562	2900	F	2003
70) Pegram St 0.78 2800 F 97% 1% 1% 0% 0% 0% 0% 0% 0.0119 F 0.735 3100 F 10 1% 0% 0% 0% 0% 0% 0% 0% 0.0119 F 0.735 3100 F 10 1% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0.0111 F 0.592 3600 F 10 1% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%																
Pickett St	Dogram Ct	0.70	2000	_	<u> </u>	10/		00/	00/	0	0.110	_	0.725	2400	_	2001
Pickett St   0.15   3300   F   98%   1%   1%   0%   0%   0%   0%   0%   0	Pegram St	0.76	2000	Г		170		0%	0%	C	0.119	Г	0.735	3100	Г	2003
Pickett St   0.15   3300   F   98%   1%   1%   0%   0%   0%   0%   0%   0																
Seminary Rd   0.37   12000   F   99%   0%   0%   0%   0%   0%   0%   0	Pickett St	0.15	3300	F	98%	1%		0%	0%	С	0.111	F	0.592	3600	F	2003
N   Hampton St   1400   F   99%   0%   0%   0%   0%   0%   0%   0					To:		Seminary Rd									
100   100					From:		Beauregard St		Ī							
100   100	702) Sanger Ave	0.37	12000	F	99%	0%	0% 0%	0%	0%	С	0.087	F	0.593	13000	F	2003
703 Jordan St 0.94 6000 F 99% 1% 0% 0% 0% 0% 0% 0 C 0.089 F 0.697 6600 F Seminary Rd Sk 420					To:		Van Dorn St									
Seminary Rd					From:		Duke St SR236									
Seminary Rd   0.60   39000   F   98%   1%   1%   0%   0%   0%   0%   0%   0	Jordan St	0.94	6000	F	99%	1%	0% 0%	0%	0%	С	0.089	F	0.697	6600	F	2003
Seminary Rd   0.60   39000   F   98%   1%   1%   0%   0%   0%   0%   0%   0	<u> </u>				To:		Seminary Rd SR 42	20								
Note	_				From:	I	Fairfax County Line, 2	9-716								
Seminary Rd   0.22   49000   F   98%   1%   1%   0%   0%   0%   0%   0%   0	Seminary Rd	0.60	39000	F	98%	1%	1% 0%	0%	0%	С	0.077	F	0.589	43000	F	2003
Seminary Rd   0.22   49000   F   98%   1%   1%   0%   0%   0%   0%   0%   F   0.086   F   0.568   54000   F					To-		Beauregard St									
Top	Seminary Rd	0.22	49000	F		1%	1% 0%	0%	0%	F	0.086	F	0.568	54000	F	2003
Note					To:		I-395 Shirley Hwy, SI	R 420								
To   Braddock Rd   From   Braddock Rd   From   Braddock Rd   From   Braddock Rd   From   Ching St   From   Chancel Pl   From   Turner Rd   Clifford Ave.   420   F   To   Montross Ave   From   Russell Rd   Rosecrest Ave   C   0.113   F   350   F   To   Rosecrest Ave   C   C   C   C   C   C   C   C   C					From:		Jordan St									
N Hampton St   0.43   3900   F   97%   0%   2%   0%   0%   0%   0%   0%   0	Howard St	0.92	4700	F	98%	1%	0% 0%	0%	0%	С	0.115	F	0.784	5100	F	2003
N Hampton St   0.43   3900   F   97%   0%   2%   0%   0%   0%   0%   0%   0					To:		Braddock Rd									
Braddock Rd.   14000   F					From:		Braddock Rd									
Braddock Rd.   14000   F	N Hampton St	0.43	3900	F	_	0%		0%	0%	С	0.115	F	0.725	4300	F	2003
Braddock Rd.         14000         F         Reference From Tor.         Crest St         0.096         F         15000         F           Canterbury La         240         F         Chancel PI         0.096         F         260         F           Clifford Ave.         420         F         Turner Rd         0.085         F         460         F           Curtis Ave.         320         F         Russell Rd         0.113         F         350         F					To:		King St									
Centerbury La         240         From: Chancel Pl         0.096         F         260         F           Canterbury La         240         F         Trinity Dr         Turner Rd         0.085         F         460         F           Clifford Ave.         420         F         Montross Ave         Russell Rd         0.113         F         350         F           Curtis Ave.         Rosecrest Ave         Rosecrest Ave         Rosecrest Ave         F         350         F					From:		Kenwood Ave									
Canterbury La   240   F	Braddock Rd.		14000	F							0.096	F		15000	F	2003
Canterbury La         240         F         Company of the provided strength         Trinity Dr         Trinity Dr         Tuner Rd         O.085         F         460         F           Clifford Ave.         420         F         Montross Ave         0.085         F         460         F           Curtis Ave.         320         F         Russell Rd         0.113         F         350         F           To:         Rosecrest Ave         Rosecrest Ave         0.113         F         350         F																
Trinity Dr				_	From:		Chancel Pl					_			_	
Clifford Ave. 420 F	Canterbury La		240	F	Total		T.: D				0.096	F		260	F	2003
Clifford Ave.         420         F         To:         Montross Ave           Curtis Ave.         320         F         Russell Rd         0.113         F         350         F           To:         Rosecrest Ave         No.113         F         350         F							•									
Ter.         Montross Ave           Curtis Ave.         320         F         Russell Rd         0.113         F         350         F           To:         Rosecrest Ave         Rose	Olitte 1.4			_	From:		Turner Rd				0.00=	_		400	_	000
Curtis Ave. 320 F Russell Rd 0.113 F 350 F	Clifford Ave.		420	F	Te:		Mani				0.085	۲		460	F	2003
Curtis Ave.         320 F         0.113 F         350 F           To:         Rosecrest Ave					10.											
To: Rosecrest Ave	Countin Acce		200	_	From:		Russell Rd				0.440	_		250	_	0000
4000000	Curtis Ave.		320	F	To		D : *				0.113	۲		350	F	2003
From: Newton St.																
Clandala Ava	Olemelelie Acce		000	_	From:		Newton St.				0.444	_		200	_	0000
Glendale Ave. <b>290 F</b> 0.111 F 320 F	Giendale Ave.		290	F	To:		W C4				U.111	۲		320	F	2003
To: Wayne St.					10.		Wayne St.									

				City of Alexandria							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Alexandria			From:	Washington St							
Green St.	2900	F			4	0.133	F		3100	F	2003
			To:	Asaph St .							
			From:	Kennedy St							
Hickory St.	230	F		•		0.123	F		250	F	2003
			To:	Dead End							
			From:	Old Dominion Blvd							
Kentucky Ave	370	F			,	0.113	F	0.609	400	F	2003
			To:	Russell Rd							
		_	From:	Francis Hammond Pkwy.			_			_	
Key Dr.	200	F	To:	D 1	1	0.107	F		220	F	2003
			10.	Roan La.							
Manaian Du	200	_	From:	Virginia Ave	]	0.400	_		240	_	2000
Mansion Dr.	290	F	To:	Russell Rd	1	0.103	F		310	F	2003
			From:		l						
Mount Vernon Ave.	7200	F	. rom.	Monroe Ave	1	0.091	F		7800	F	2003
MOUNT VEHION AVE.	1200	Г	To:	Nelson Ave	1	0.031	-		1000	'	200
			From:	Taney Ave	l .						
N. Owen St.	130	F		Tailey Ave	J	0.139	F		140	F	2003
• •		-	To-	Polk Ave	1	000	•			•	_000
			From:	Kentucky Ave	l						
Old Dominion Blvd.	970	F		Kentucky 71ve	1	0.099	F		1100	F	2003
			To:	Halcyan Dr	1						
			From:	Reading Ave							
Rayburn Ave	1200	F			4	0.091	F		1300	F	2003
			To-	N. Beauregard St							
			From:	Summit Ave							
Ridge Rd.	250	F			=" =.	0.137	F		270	F	2003
			To:	Fordham Rd							
			From:	Russel Rd							
Rose Crest Ave.	390	F			,	0.126	F		430	F	2003
			To:	Custis Ave							
			From:	Van Dorn							
S Picket St	6300	F	. —			0.082	F		6900	F	2003
			To:	Dead End							
0.5	.=.	_	From:	Usher Ave	ļ	0.004	_		700	_	000
S. French St.	670	F	To	Della 64	1	0.094	F		730	F	2003
				Duke St	<u> </u>						
C. Vooluum Ct	CEOO	F	From:	Edsall Rd	J	0.000	г		7100	_	2004
S. Yoakum St.	6500	F	To:	Stevenson Rd	1	0.083	F		7100	F	2003
			From:		I						
Stewart Ave.	450	F	Front.	Mt. Vernon Ave	J	0.077	F		500	F	2003
Olowait Ave.	400	•	To:	Dewitt Ave	1	0.011	'		500	'	200
			From:	N. Gladden St.	<del></del>						
Ulane Ave.	540	F		in. Giauden St.	J	0.09	F		590	F	2003
3101107110.	<del></del>	•	To	N. Grayson St.	1	0.00	•		200	•	_000
			From:	Pendleton St	i						
West St.	5200	F		i endicion of	1	0.101	F		5700	F	2003
		-		Oronoco St	-						